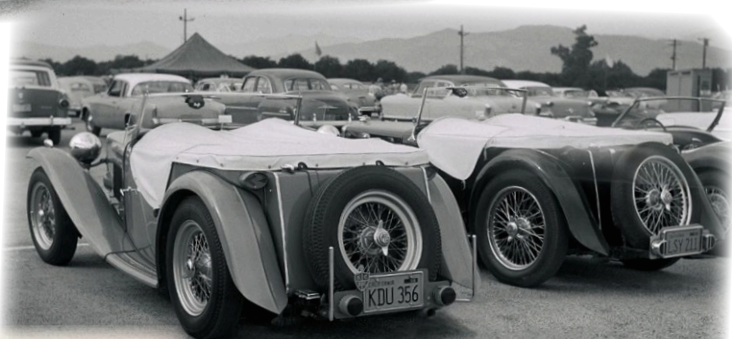




TC Motoring Guild CLASSIC CHASSIS

September 2023



End Running

POMONA ROAD RACES

LOS ANGELES COUNTY FAIRGROUNDS

OCTOBER 20 - 21, 1956



Photos of one of our early TCMG tours. Went to the Pomona Road Races in Oct 1956. Nine TCs are reported to be on the tour. They may have arrived early in case any of the participants were going to race and had to be there early. But as a disclaimer, these two TCs may not have been part of the TCMG but just two other TCs in the parking lot. Supposedly our group parked together and these two were by themselves. No further details so guess we will never know.

Sponsored by

CALIFORNIA SPORTS CAR CLUB

and THE ELKS LODGE No. 789

50.



CLASSIC CHASSIS September 2023

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**Oct 16-20, 2023
Carlsbad, CA**

GoFWest.org



If you are planning to attend this
event, register by August 31 as
registration goes up September 1st.

TCMG Officers and Chairs for 2023

| | |
|----------------|----------------|
| President | Rob Zucca |
| Vice Pres. | Mike Simmons |
| Secretary | Richard Loe |
| Treas/Memb | Joyce Edgar |
| Director | Allan Chalmers |
| Director | Pete Thelander |
| Ex Officio | Steve Simmons |
| Events/Website | Steve Simmons |
| Programs | Curt Sorensen |
| Editor | David Edgar |
| Historian | Steve Simmons |
| Regalia | Linda Simmons |
| Sunshine | Bobbie Simon |
| | Jan Sorensen |

Phone number and emails removed
here to hopefully stem internet
mis-use. Contact using one of these
methods:

1. Refer to your TCMG Directory
for contact info
2. email tcmg@tcmotoringguild.org
and we will forward
3. Use Contact Us on our TCMG
website: tcmotoringguild.org

Rob's Ramblings



Capacitors....the condensed version...

It never ceases to amaze me how many times the topic of ignition condensers comes up on MG forums and recently on the TABC email. Any of us using traditional points type ignition systems and not electronic versions SHOULD know about the sad state of replacement condensers on the market, yet so many don't. Even though I used to work in a bakery putting the currants in the popovers, electricity isn't my strong suit (I don't even own a suit actually). So... in keeping with my "condensed version" (that's a play on words since a condenser is actually a capacitor....whatever they are) I won't get into any micro farad, flux capacitor, turbo encabulator theory and just say, like a lot of old timey parts available these days, most condensers are poorly made junk. Some are bad right out of the box. There are a few

suppliers that are producing much higher quality condensers like British Vacuum Unit and The Distributor Doctor in England. OK....that's about as condensed as I could make that.

On another subject.. As many here know, I bought my TC from long time members Ron and Bobbie Simon. Ron had stuck a small enameled badge into the lower cowl to plug an old antenna hole. The badge is from "The MG Car Club of America" (MGCCA). Club Historian Steve Simmons and I (mostly Steve) have searched the web and TCMG archive and can find very little regarding this club. It seems to have been around from 1953-1957 or so. It was pretty active at that time with rallies, trials, etc. It seems that Ron was also involved in the club as an officer of sorts. I'd really like to know more about this club and perhaps compile a history for an article for TCMG. If anyone knows something about MGCCA give me a shout!

Rob Zucca

Rob Zucca
TCMG President 2023



480-588-8185 WWW.FROMTHEFRAMEUP.COM

FROM THE FRAME UP

SPECIALIZING IN TABC HARD TO FIND PARTS



 RESTORATION

 PARTS

 SERVICE





Tuesday, August 22nd

6:00 pm*



Project Updates & TC Adventures

Have a repair or restoration project underway? Gone on a great drive recently?

Let us know about it! Those wishing to share, please be prepared to share your screen or send photos to Joyce by Aug 21.

djedgar1970@gmail.com



*Link below is for the Zoom
meeting on August 22nd*

zoom.us/j/83248582425

Drive your TC at least 10 miles on Aug 22nd and earn a Sargent point for a simulated drive to the meeting. Report your drive at the meeting to get credit.

***** *Pacific Daylight Time - Meeting to start at 6pm but Zoom should open up about 5:45pm to visit.*

TC Birthdays (Build Dates)

| | | |
|-----------------|---------|----------------------------|
| August 19, 1947 | TC 3353 | Gene Olson |
| August 19, 1948 | TC 6265 | Lucy McCanne |
| August 22, 1947 | TC 3387 | Brian Wescott |
| August 25, 1947 | TC 3399 | John & Linda Wright |
| August 25, 1947 | TC 3400 | Tom Howes |
| August 25, 1948 | TC 6319 | Daniel Harrison |
| August 31, 1948 | TC 6373 | Clifford Lemieux |
| Sept. 3, 1948 | TC 6422 | Joe McCammon & Joani Walsh |
| Sept. 3, 1948 | TC 6424 | Howard & Carolyn Shempp |
| Sept. 7, 1948 | TC 6439 | Ron & Diane Spinder |
| Sept. 15, 1948 | TC 6519 | Richard & Nancy Gehweiler |



Build dates listed are when the TCs were assigned a number and started down the assembly line.

**Happy 75th &
76th Birthdays**



75 Years of Heartfelt Thanks

As Moss Motors celebrates a 75-year milestone, the first words that come to mind are "Thank You!" What a great ride it's been so far with these amazing cars, and we're so grateful for the exciting road ahead.



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| PORRIDGE | = | PRISON |
| BACCY | = | TOBACCO |

Welcome to Our Newest Member

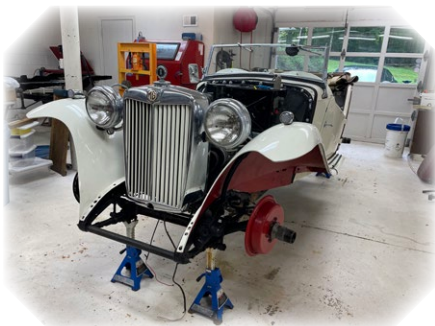
Welcome

Robert W & Diane Berry

Fairlawn, OH

1948 TC 4968 XPAG 5560 Cream / Dk Red

Over 40 years of ownership by previous owners, Dr. Hudson D. Fowler and then to his daughter and son-in-law Brenda and Jack Hattendorf.



Robert is going through the TC after acquiring it and make it safer to drive and more reliable.

Note that we are not including phone number, address and email info to prevent internet mining of personal information.



Robert & Diane with one of their other toys, a 1929 Lincoln



67th Annual TCMG / ARR Conclave

Paso Robles October 1-3

Our Annual TCMG/ARR Conclave is set for Sunday thru Tuesday this year to get better room rates.

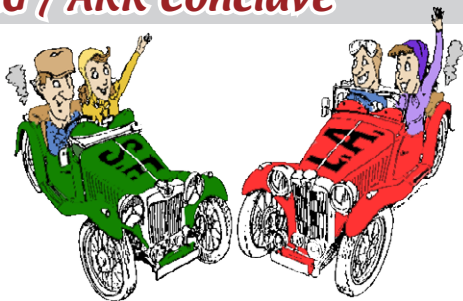
Make your reservations now.

Adelaide Inn

1215 Ysabel Ave, Paso Robles, CA
805-238-2770 adelaideinn.com

Book by Aug 31, and tell them you are in the "TC Club" for rate of \$120/night + tax (\$137.40/night). Rate goes up Sept 1st.

Banquet and other details also still being worked out so stay tuned for updates in next newsletters and our Group email.



Sunday: arrive, happy hour, dinner on your own.

Monday: scenic driving tour, group dinner.

Tuesday: TC line-up photo, departure.

Thank you to Steve & Linda for working this all out.

Our TCMG August Event

August 26th

We will start with a one-hour scenic driving tour through the Santa Monica Mountains above Malibu. Our destination is Point Dume and the home of TCMG member David Mathison. An all you can eat taco bar will be on site to provide lunch and drinks complements of David Mathison. David's pair of award-winning Vincent motorcycles will be on display along with his other vehicles.



Bound to be a popular event with free lunch provided, but
PLEASE RSVP

Please **RSVP** so we can get a head count for the caterer! RSVP by August 20th to Joyce Edgar at:
djedgar1970@gmail.com

We have 28 who RSVP'd already. Driveway parking at our destination is limited and is reserved for TCs only please. Others use street parking. Meeting details will be emailed to those who RSVP'd.

Coming in the Next Newsletter and Sept Meeting

Coming in September, taking an MG tour in New Zealand with Dave & Bobbi Spiegel

Did you know the MG Car Club Ltd promotes that MG is the Marque of Friendship? Well Dave and Bobbi's tale supports that belief. I had no idea that when someone talks about going from the northern part of New Zealand to the southern part, they aren't driving a contiguous path? There is a bit of swim across the Cook Strait or more commonly a 3.5 hour ferry ride between the parts.

Earlier this year the Spiegel's joined ten other couples from around the globe in Martinborough, New Zealand at the invitation of Gary Wall, a resident who enjoys sharing his pre-56 MG's. From there they embarked on a roughly 400 mile

land and sea adventure driving an MG SA, much like their own with a group of twenty-two people in a total of eleven pre-1956 MGs.

Watch for a delightful article by one of the other participants, Australian Malcolm Robertson in next month's Classic Chassis AND a slide show about the trip hosted by Dave and Bobbi at the September 26th meeting. This isn't a trip many of us would have the opportunity to do, so lets all take the opportunity to figuratively go along for the ride with Dave & Bobbi. Be sure to plan on attending the September 26th meeting in person or on zoom.



Pre 56 Rally March, 2023 Martinborough/Blenheim

Historian's Report - 1956

This is a continuing story of our club formation. This part deals with our 1956 activity.

As we approach our 70th year it sometimes feels like TCMG is infallible, but things weren't always so certain. Of the many personalities who have played important roles in the history of this fine organization, one in particular became vital to its very survival back when things had just barely even begun.

Throughout 1955 the club had seen many successful activities and the future looked bright. But in 1956 when our elected president Bill Harpe moved away, the briefly leaderless group started to fall apart. A meeting or two were held early in the year, and then things ground to a halt.



2050 Fair Park Ave. May be a new building or remodeled since 1956

It was Terry Mason, then secretary of the club, who saw what was happening and took action. For the next several months she alone collected dues, organized what few activities she could, and by August had renewed enough enthusiasm to allow another meeting to be held. The first in about six months, it was held at 2050 Fair Park Avenue, Los Angeles in what is now known as Eagle Rock. The turnout was poor, there was no entertainment scheduled, and with so few regular members present little business could be conducted. There were some new members present and it was explained to them what the club stood for and what our activities

were. A vote was then taken amongst those present to see if they wanted to continue re-energizing the club. The vote was a unanimous "yes".

In September another meeting was held at the same location.

Things were getting back to normal with refreshments served, and both color movies and slides were shown by Ron Simon and Glen Nelson. Like Terry, Ron also seems to have taken great interest in saving the club and would put in more than his share of work throughout the coming months. Dues were collected at the meeting and two new badges were sold. This allowed the previously depleted club treasury to pay off the last of a year-old debt to the badge manufacturer. Clinton Rhoda offered the use of his mimeograph for future meeting notices, which was much appreciated by Terry and may have jump-started the planning of our club newsletter. A run to the Pomona Road Races was scheduled for the following month, and eventually the meeting adjourned to the street to look at the cars and discuss upholstery.

The event in October saw nine TCs on a run to the road races at Pomona where they received a lot of attention. The Hollywood Citizen-News newspaper took photos (anyone have a copy?) of the group driving down the road. Those with tops up were relegated to the rear as the photographer hung out the back of his T-Bird convertible to take photos of the caravan. After Breakfast at Bob's Big Boy the group continued to the raceway where the cars were parked together in a line.

Terry stayed with the cars and overheard countless people complimenting the line of TCs, some saying they couldn't believe there were so many! The only downside was that no one thought to bring membership applications, but several



Steve Simmons



prospective members were added to the mailing list.

The October meeting was moved to 4271 Verdugo Road, Apt. 2 in Los Angeles (today a neighborhood known as Somerset). This time there was a strong showing of both old and new members. Gary Mechsner showed photos taken of race cars, which were of surprising quality considering he took them on his Brownie. More dues were collected and two more badges sold. The Pomona run was enjoyed so much that a unanimous decision was made to hold more race runs. A TC was offered for sale and elections for a new council were planned for November. The evening ended with discussions on tires and steering problems.

Some members gave Terry their phone numbers to be informed of last minute events. Once such event occurred between the October and November meetings when



4271 Verdugo Road, Apt 2

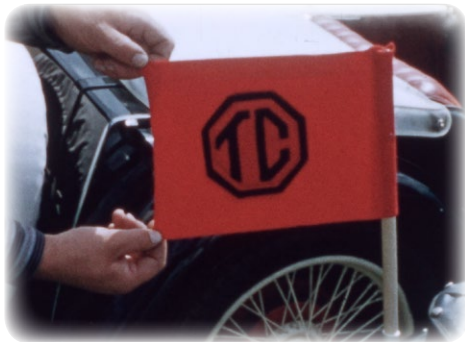
four members, including Ron Simon, who were attending an M.G.C.C.A. rally, decided to participate in the next morning's Concours at the Huddle on Wilshire. The Huddle appears to have been a coffee shop, which today seems a strange place to hold a concours show but back then more than one restaurant in the area held them. Terry called several members around 8AM on Sunday morning, some who were not too pleased with her. But she did manage to get one to come out and join three of the cars from the previous evening's event. Frank Mason and Larry Levin showed up later and the group ended up getting permission to move all the TCs together behind the concours. Picking up a new member along the way, five or six TCs were parked in a line and got a lot of admiring looks as they drove together through the cars and spectators. This time they had blank applications with them, which Frank was very happy to receive.

The meeting in November returned to East Glenoaks Manor for the first time since 1955 and much was accomplished that evening. It began with a discussion on our articles of incorporation, which apparently weren't filed by the deadline the year before so it was thought we weren't incorporated after all. It was decided that incorporation wasn't necessary at that time but all surviving records indicate that the club was in fact incorporated in 1955, so Terry may have been mistaken.

A new badge was considered, and from the meeting minutes I quote: "Some think that the club should have a real fancy one because T.C. owners are generally snobs and something special. Others thought the one we have is fine as T.C. owners are generally broke."

Jacket emblems were another item being discussed, and it was at this meeting that the idea for club flags to attach to the cars on runs was thought up. You can see these flags in some early photos, and especially in the film footage of our first Conclave in 1957 where all cars are flying them. At first however, they would be used to identify the lead car on driving events.

A rally team was assembled at this meeting to compete in the Lockheed Rally on December 1st, and a run to a San Diego area road race was planned for January 19-20. Ron Simon was also looking into the first TCMG booth at “the Auto Show” and volunteered to get the club some publicity in Los Angeles newspapers. The



TC Flag

auto show may have been the International Motorsports Show held Dec. 26-31 at the Hollywood Exhibition Building on Sunset Blvd.

A vote to create a club newsletter was passed unanimously, which Terry Mason would soon begin working on. The idea was to benefit those who lived out of state, or who had work or school on Thursday nights (now the standard meeting night). Yes, it was a younger crowd back then!

Ron Simon discussed the benefits of creating a parts center, for the purpose of sharing parts with club members. He and Terry would assemble the information and distribute it to the group. Frank Mason put our club information in Badge Bar Journal and at least seven letters were received in response, four of them from out of state.

It was also at this meeting that a unanimous vote passed to allow TA and TB owners into the club, simply because they are so identical to the TC. It seems this

was rescinded and reinstated many times over the years, some arguing it's merely a minor bending of the rules while others find it in conflict with our status as the world's only one make, one model TC

club.

A scrapbook of photos, newspaper clippings, events entered, etc was set to be created (this book may be one still in our archives) and both photo and film projects were also planned. The club was hopping indeed, but money problems still loomed so a free meeting place was again sought. The home of Jim and Gloria Bradeson was offered for the January meeting. Elections were postponed (believed until January) due to the absence of the current president and most of the older members. One of the last items of discussion was a possible entry in the Rose Parade, but the problem of overheating arose and rather squelched the idea, at least for the time being.

Our by-laws were at last finalized and offered to the group by Terry, and the evening concluded by agreeing to write John Bond a letter of thanks for his fine article on TCs recently published in Road & Track.

As expected, the December meeting was rather small due to its proximity to the holidays. It was also noted that the location of Granada Hills was “difficult”. It was held on December 27th at member Gene Simon's home, located at 9701 Odessa Avenue. The meeting began with Gene promising to get the club some publicity in Motor Racing by submitting a notice about our next run to Pomona Raceway.

Discussion was also held on letting in all models of M.G.s earlier than 1950. There was significant opposition to this idea, as there has been every time the idea has been proposed throughout our history. The same argument was made in 1956 as in recent



9701 Odessa Ave

years, that this club is special because of its status as a single make, single model club. But at this meeting it was taken a step further, with discussion on limiting membership to those picked and chosen! The argument supporting the idea was that this is not a social club. Obviously times have changed in the past 70 years. Lifelong friendships have been made and there aren't TCs on every corner anymore, so the club has evolved and adapted as necessary. As with the idea back in 1954 to limit membership to 50, this motion too, seems to have been defeated.

Through a connection of Gene Simon, a permanent meeting place was offered to the Guild at Beverly and Fairfax. It was a new club opened by "Hi-School Harry", a sports car enthusiast and racer, for the benefit of sports car owners. Neither eating nor drinking would be required or expected, and we would be given first choice of whatever date we wished. A vote on this was planned for January.

Once again steering was discussed, but it became in-depth enough that it was put on hold until the next month when a more thorough discussion could be had. The

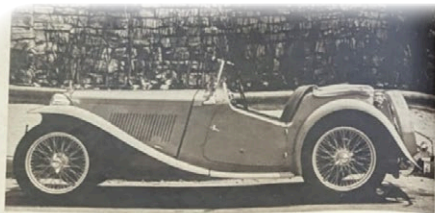
night ended with discussion on New Year's parties, cameras, the original purpose of the club and how to get people interested enough to come to meetings.

With only three days remaining in the year, Terry continued her efforts to keep the ball rolling. Up to now mailings were generally meeting and event notices, sometimes with a bit extra thrown in. Working through the new year, Terry assembled the first TC Motoring Guild newsletter in the traditional sense, which included the minutes from the December meeting (which she recorded) along with planned future activities. It was mailed in early January and would mark the start of a banner year for the club, one that would set the tone for decades to come. But that's a story for another time.

Surely I can speak for all of us when I say that I'm grateful for Terry's efforts to save what she knew could become an important institution in the hobby. A club that, nearly 70 years later, still works to preserve and honor an important part of automotive history - the venerable MG TC.

Steve Simmons

1956 R&T article on the TC



MG's Greatest
---the Classic TC

For some unexplainable reason there has never been a road test on an MC-TC published in *Road & Track*. Perhaps this omission was due to the fact that the magazine's readership would regularly deride them, the TC was being replaced by the TCX, or perhaps also we assumed that the TC was so familiar to our early readers that no road test review would have been preposterous. But these were flimsy excuses. The Road & Track team tested the new—nearly ten years after our first issue—we finally packed up the TC to see if it could cope with conditions that kindled the spark of the "original" engine model. In the U.S., A.C. during the early years of taking the TC for granted, it had almost disappeared from the classic car scene. There are always those who will argue that the TC's date from before the Second World War, but most enthusiasts will agree that the TC is one of the best cars in existence, if for no other reason than that it seems directly from the TB model introduced in early 1929.

The Road & Track team tested the BMC MC in both dry times in many places and probably none of them.

W. Thurmer's definition took, "Maintaining the Road." We will attempt to reconstruct the eggs here because we are concerned with the very first MC was built in 1923—a lone body mounted on Morris Oxford chassis and fitted with a pale Hottelstein engine. It topped 80 mph and created quite a sensation, but it was not said to be fast. The racing car was generally considered to have been a 1926 design, name-explained, which have pointed out many things about the race, were accepted as being in honor of Sir William R. Morris and standing for his original company, "Morris Garage," and they have sold over one hundred by a bewildering alphabet of names. The first MC was built in 1923 and the second in 1924. The first MC Milder appeared in 1924 and the second in 1925. The long series of brilliant racing achievements and record sets which actually have yet to see an end.

Newspapers there is an almost unanimous feeling among sports reporters that the TC represents the high-water mark of MC achievement. This is not true, however, for the last better idea of the sport—but there has never been a model that

Restored in pale blue paint with tan leather, this TC is a steady Conquester racer in Southern California.



photography: Poole



A winning show car must be spotless inside as well as out.

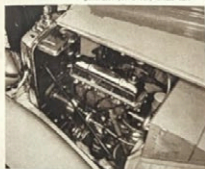


Optional equipment



TCs come with right-hand drive, tach and speeds widely spaced.

Left side of engine shows a very large 12 volt generator for a very small car.



ROAD & TRAIL October 1981

[illegible]

Mr. Paul Varvich is a sales representative for Cadillac's factory retail division at 1111 Wilshire Blvd. in Los Angeles, and so such is the most likely person to be an MG owner. When, however, he purchased this car two years ago for \$420, it was not in the best of shape. A minor accident involving a crumpled fender decided him



The same with 'right-hand drive, but has much and speeds widely spaced, one more economical than

[illegible]

Our First TCMG Newsletter

T. C. MOTORING GUILD MEETING NOTICE

1/1957

January Meeting:

Jim and Gloria Bradeson's, 381 Rosita Lane, Pasadena 2, California.
January 24, 1957, 8:00 P.M. We will have the color 1955 Lemans film and some discussion on steering conversion. Please, let's have enough members to hold elections this time.

To get to their house, (1) take Colorado Boulevard to Henry's Restaurant, turn down Avenue 64, go to Nuthsdale (just a little way from Colorado) and turn left. Rosita Lane is the next street (parallel to Avenue 64). Turn right and go to 381. (2) Take the Pasadena Freeway or York Boulevard to Avenue 64, turn up and go to Nuthsdale (almost to Colorado Boulevard), turn right to next street (Rosita Lane), turn right again and go to 381. If you still can't find it, stop in a gas station or call the Bradeson's at SY 5-5309.

January Run:

The T.C. Motoring Guild will motor to the Pomona Road Race on Sunday, January 20, 1957. This is for T.C.'s only and is open to all T.C.'s, both members and non-members. We will meet for breakfast at 8:00 a.m. at the Copper Skillet at Sunset and Gower (opposite CBS) off the Hollywood Freeway cutoff. We will leave promptly at 9:00 a.m. for those who do not wish to have breakfast here. This run is free and is planned early in order to let any owners running the races to join us.

HAPPENINGS OF DECEMBER 27, 1956, MEETING:

This was, as expected, a rather small meeting, due both to difficult location and being so close to Christmas. We did, however, get a few things accomplished.

Gene Simon is able to get us publicity in Motor Racing and will do so for this next run of ours to Pomona.

Discussion was held on letting in all models of M.G.'s earlier than 1950. If so, why have a T. C. club, why not just a classic M.G. car club. If there is a need for one, let's have both, but not ruin the T. C. club in order to do so. This is a single car club, T. A.'s and T. B.'s being let in merely because they are so identical to a T. C. As the club now stands, anything else is out.

Also discussed screening members, limiting membership to those picked and chosen. The club is not a social club. Anyone is eligible who owns a T. C. and is interested. I doubt that anyone would own a T. C., let alone wish to join the club, if he were not definitely interested in keeping it together and seeing other T. C.'s in one place such as on a run or even just a club meeting.

We still need two alternate council delegates.

A permanent meeting place has been offered to us at Beverly and Fairfax with plenty of parking facilities. It is a new club opened by "High School Harry" for the main benefit of sports car owners. It was specifically told to us that neither eating nor drinking would be required or expected and that we would be given first choice for the meeting room for whatever date we wished. This is through the connections of Gene Simon and it sounds like a real good thing - and easy to find. We will vote on it at the January meeting.

Steering was discussed for awhile, but will be more thoroughly talked over at the January meeting, so I will report it in the next issue.

Dues are now due and payable for 1957. Please pay up so that we can continue to

July DIY Tours

July was pretty hot so our DIY tour theme was to drive your TC at least 5 miles and photograph it with something **HOT**. Each participant received one Sargent Point



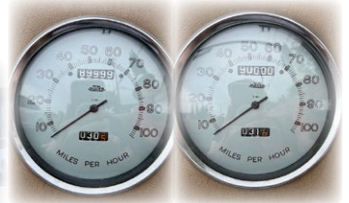
Charley Williams was first to send in a photo and while the TC was parked next to a snow bank, photo was taken at Mt. Lassen, which is a volcano which was formed by **HOT** molten rock.



Richard & Sandra Loe got plenty of **HOT**. On a “**HOT**” afternoon they toured to Bryant Creek State Park for a picnic of “**HOT**” tamales with “**HOT**” sauce and a cold margarita.



Pete & Fran Thlander stopped by **HOT**•N•Chili. But in their travels, their odometer turned over from 89999 to 90000. Congratulations!!!



David Edgat tried frying a couple eggs on his radiator and also found a store sign that displayed **HOT** Food



Steve & Linda Simmons found four examples of **HOT**. The Melting Pot, Stonefire Grill, All Fired Up Mongolian Grill and perhaps the funniest, **HOT Motha Clucker**



Cliff Lemieux visited his local Wienerschnitzel and got an oxymoronic Chili **HOT** Dog



Rob Zucca adapts to a **HOT** Black steering wheel using an oven mitt. Note the spoke clips are red and blue like on a faucet.



Thank you to all who participated and had fun. Stay tuned for our next DIY tour.

Doug & Laura Schirripa posed their TC with **HOT** Lolita memorabilia

July 25th, TCMG Meeting Minutes

President Rob Zucca called the meeting to order at 6:12 PM.

Joyce Edgar announced the meeting was being recorded.

There were 26 members attending.

There was one guest, Greg Haskin, who owns a 1949 MG TC.

Five members had driven their TCs at least 10 miles on the meeting day to qualify as having “driven” to the meeting and therefore each earned one point toward the Earl Sargent Award. The members driving were Buckeridge, Edgar, Lemieux, Loe, and S. Simmons.

Joyce told us mail received since last meeting was the latest copy of Safety Fast magazine and a letter from Tony Stevenson. Tony lives in England and is seeking information about the TC he recently purchased from Ernie Page. Before Ernie, the TC was owned by the late Phil Marino, who was a longtime and very active TCMG member.

Secretary Richard Loe said the minutes from the June meeting were published in the latest newsletter and asked for any additions or corrections. None were suggested and by vote of the members present were accepted.

Treasurer Joyce Edgar displayed the most current financial statement, noting we have adequate money in the bank. During the last month she had disbursed funds for printing the newsletter and for picnic expenses. She reported Jonathan Lane had joined the club. Upon request, she will supply any member with a PDF of the latest financial statement.

Curt Sorensen, keeper of the program information, suggested consulting the website for specific information on future

programs. It was announced the trip to David Mathison’s house which had been scheduled as the August program has been changed to the August event. Curt mentioned tonight’s program will be by Gregg Hunsberger on the progress being made on the rebuild of his TC. Curt told us what programs were scheduled for the remainder of the year.

Joyce suggested the August program could be members reporting on progress being made on their TC projects. David Spiegel previewed his September program about MG touring in New Zealand.

Events Chair Steve Simmons announced the August event will be driving the Malibu Hills in route to Dave Mathison’s house where we will have lunch and see David’s vehicle collection. The time and meeting point will be announced. For those planning to attend, RSVP to Joyce by August 20. Steve also discussed the arrangements for Conclave. Conclave will be October 1-3 in Paso Robles. The headquarters will be the Adelaide Inn with the room cost being \$120 per night. Members should start making their reservations. Future details are pending.

There was no Old Business.

Under New Business, Joyce reminded everyone that GoF West will be October 16-20 in Carlsbad, CA.

Respectfully Submitted,

Richard Loe

Richard Loe, 2023 Secretary



Top row:

Joyce Edgar, David Edgar*, Kregg Hunsberger, Rob Zucca

2nd row:

Pete & Fran Thelander , Steve & Linda Simmons*, Doug & Laura Schrippa, Allan Chalmers

3rd row:

Kurt & Jan Sorensen, Mike Hughes, Cliff Lemieux*, Garret Hanes

4th row:

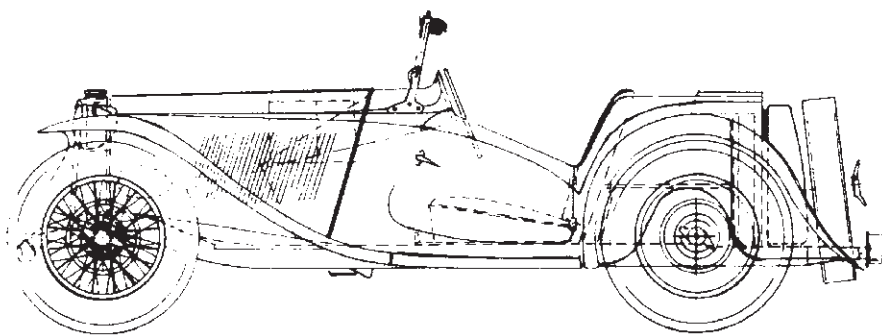
Richard Fritz (CO), Bob Eicher (MD), Richard & Sandra Loe*, David Spiegel

5th row:

Malcolm & Joy Buckeridge*, Greg Haskins (guest), Jonathan Lane, Daniel Harrison

No video image: Ambre Hanes (Kansas City)

27 in attendance representing 18 memberships - * drove TC 10 simulated miles to meeting



send out the paper.

The rest of the time was spent in discussing a conglomeration of New Year's parties, cameras, original purpose of the club and trying to get people (T.C. owners) interested enough in the club to come to the meetings.

SOUTHERN CALIFORNIA COUNCIL OF SPORTS CAR CLUBS - 1/3/57 meeting.

Meeting opened - all T.C. representatives present - Three Cheers!!! Roll called - quorum met - Minutes of December approved. Treasury report given - \$331.41 - \$122 balance after championship fees deducted - nothing owed. Names of those owing dues called. No applications received for membership. Calendar: ditto copies of calendar given out. Changes: Singer Owners Club changed hill climb date from March 30-31 to August 3-4 (Sunday only day used); hill climb date requested and granted for September 28-29 (Sunday only day used) for Morgan Plus Four club. San Diego and Long Beach M.G. still uncertain as to change of date (Harry M. now off Board of Governors of L.B.M.G. and couldn't speak as a representative thereof). Championship fee procedures discussed. Racing report - none; rally report - everything smooth, code not ready for 1957, to discuss changes with San Diego because of February rally, will have them at door at the S.C.C.S.C.C. dinner; concours report - handed out mimeographed procedure suggestions, gave changes on pages 2 and 3 which will be replaced later; approval asked for code for 1957 - majority felt it should be read over carefully and voted on later. Question on page two re 2.1.1.0. (Post devaluation and Pre devaluation) answer still uncertain, they may put in a definite date to clear it up rather than just dollars. Gymkhana report - none; hill climbs and trials - will have report at next meeting, movie discussed with Paramount, may be on very commercial basis. Contributions were asked for publicity to be given to "Rusty" and/or Badge Bar Journal. The new committee (Strengthening Committee) had no report other than Lozano had been chosen for Chairman - they are saving report for something dynamic. OLD BUSINESS: Council Dinner - Open to all, not just delegates. January 25, 1957, Friday night after our meeting. Tickets now on sale at \$3.20 for a steak dinner (top sirloin); other dinners will be available. Try to order your tickets early so they will know how many to plan for - they may be bought at the door, but please order them first. Cocktails at 7:00, dinner at 8:00. Place: Blarney Castle on Western between 6th and Wilshire. Discussion on parts coming from Europe - missed most of this because writing publicity to give to Rusty. Nominations for Chairman: Sumner Bennet elected unanimously. Vice-Chairman: Norm Stratton. Advisory Board: H. Frank (automatic), H. Guess, L. Bacon, W. Hanna and D. Braken. Don Diego Rally #7 discussed. Gave out blanks. Speed changes incorporated in instructions - all paved roads - will acknowledge applications - approximately 8 hours long - end at 2:00 in the morning - a stop in the first hour - will use head sets, telephones for speedier check points - special awards sponsored by dealers except two or three; oldest, boo boo and longest distance trophy - mileage laid out by fifth wheel meter - only one team per recognized club may win - up to midnight Feb. 14 to get in entries - list of last year's entries lost so if blank not received, write to them.

That about does it for this month. Hope to see you at the meeting or to hear from you if you are out of range. HAPPY NEW YEAR TO ALL!

TERRY MASON, Secretary

Second page of Jan 1957 newsletter



Terry Mason is mentioned a few times in our history and one might wonder if she were related to Frank Mason who was a driving force in our club in its early years. As we understand, there is no connection.

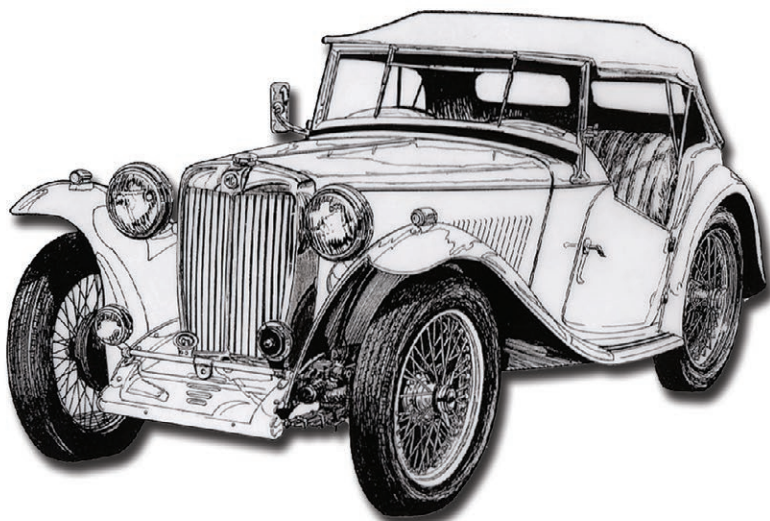


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